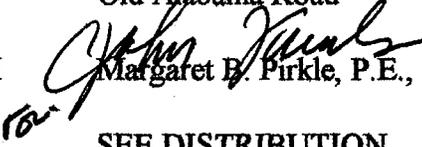


D.O.T. 66

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE STP-0000-00 (291); STP-2946 (1); **OFFICE** Preconstruction
STP-2946 (2) Bartow County
P. I. Nos. 0000291; 621410; 621415
Old Alabama Road **DATE** January 19, 2005

FROM  Margaret E. Pirkle, P.E., Assistant Director of Preconstruction

TO SEE DISTRIBUTION

SUBJECT NOTICE OF LOCATION AND DESIGN APPROVAL

Attached for your further handling is the approved Location and Design Report on the above subject project.

Also attached is the Notice of Location and Design Approval. This is authorization for the District to proceed with advertisement.

MBP/cj

Attachment

DISTRIBUTION:

David Mulling
Harvey Keeper
Jamie Simpson
Paul Liles
Keith Golden
Ken Thompson
Joe Palladi (file copy)
Babs Abubakari
Kent Sager
BOARD MEMBER

DEPARTMENT OF TRANSPORTATION

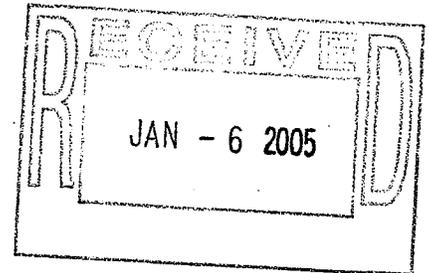
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE: STP-0000-00 (291) Bartow County
P.I. No. 0000291
STP-2946 (1) Bartow County
P.I. No. 621410
STP-2946 (2) Bartow County
P.I. No. 621415
Old Alabama Road

OFFICE: Cartersville, Georgia

DATE: January 4, 2005



FROM: *Curtis D. Comer*
Curtis D. Comer, P.E., Assistant District Engineer

TO: Meg Pirkle, Assistant Division Director of Preconstruction

SUBJECT: Request for Location and Design Approval

Description and Project Proposal: This project is the proposed widening and reconstruction of Old Alabama Road and new location roadway bypass of Emerson, Georgia from the present intersection of S.R. 113 and Old Alabama Road (located southwest of Cartersville) easterly to the I-75 interchange at Red Top Mountain Road. The existing rural roadway consists of two 12-foot wide travel lanes, one in either direction within a right-of-way that varies from 100 to 140 feet. The project is divided into the three units described in the following paragraphs.

Project STP-2946 (2) (to be constructed first) begins at a point on Old Alabama Road in the vicinity of the intersection with C.R. 699 and extends northeasterly on a new location alignment through an existing mining operation located just west of Emerson's city limits. Project STP-0000-00 (291) would then bridge over S.R. 293 and the CSX Railroad and continues in a northeasterly direction bridging over U.S. 41 and connecting to the I-75 interchange (the project terminus) at Red Top Mountain Road. Existing Red Top Mountain Road would be realigned to "T-intersect" into the proposed new location facility. Projects STP-2946 (2) and STP-0000-00 (291) would construct a 4-lane rural roadway consisting of two 12-foot wide travel lanes in either direction with a 44-foot wide depressed grassed median and graded outside shoulders within a minimum 200 foot right-of-way. The proposed length of Projects STP-2946 (2) and STP-0000-00(291) would be approximately 3.13 miles.

Project STP-2946 (1) extends easterly from present S.R. 113 along the existing Old Alabama road alignment. It crosses S.R. 61 and bridges over Pumpkinvine Creek before reaching its ending point at County Road (C.R.) 699, the common point between project STP-2946 (1) and STP-2946 (2). Project STP_2946 (1) would consist of a 4-lane rural facility, two 12-foot wide travel lanes in either direction, with a 44-foot wide depressed grassed median and graded outside shoulders. It would require some reconstruction of the existing two-lane facility (Old Alabama Road) to improve highway geometrics. Project STP-2946 (1) would be approximately 5.35 miles long.

Old Alabama Road is included as Route 35 in the State approved "March to the Sea Program" for bike lanes in the Georgia Bicycle and Pedestrian Plan; therefore the design of the outside shoulder for Projects STP-2946 (1) & (2) and Project STP-0000-00(291) includes bike lanes.

The existing right-of-way for Old Alabama road varies from 100 to 140 feet in width. Approximately 100 feet of additional right-of-way would be required for a minimum required right-of-way of 200 feet. Additional right-of-way would be required for the proposed relocated intersections, stream crossings, required alignment shifts where substandard horizontal and vertical curves are encountered, and at areas where steep slopes are involved. Please refer to Figure 3 for typical sections of the proposed projects.

Concept Approval Date:

April 22, 1999 – STP-2946 (1) – P.I. No. 621410 and STP-2946 (2) – P.I. NO. 621415

Concept Update

September 5, 2000

Revised – STP-2946 (2) – P.I. No. 621415 and STP-0000-00 (291) P.I. NO. 0000291

Environmental Assessment and Reassessment Approval Date

December 5, 2003 - Reevaluation Approved December 27, 2004

Public Involvement

● **Public Information Meeting Results**

Date: June 17, 1999 at the Georgia Department of Transportation District Six Office.

There were a total of 237 people that attended the meeting with a total of 93 comments received as a result of the meeting. There were 59 opposed, 22 in support, and 12 uncommitted comments.

Officials in attendance – Jeff Lewis-Georgia House of Representatives, Clarence Brown – Bartow County Commissioner, Sam Smith – Mayor City of Cartersville, David Paris – City Manager of Emerson, Steve Bradley – County Administrator Bartow County, Jerry Milam – Assistant City Manager Cartersville

Those opposing the project expressed concerns that the quality of the area would be adversely impacted by the proposed roadway. Some of the reasons were noise, trucks, runoff into the streams, air pollution, harm to wildlife, large amounts of traffic, and concern for school children with the traffic.

There were suggestions at the meeting to shift the alignment in places. The plans were changed to incorporate the suggested changes.

● **Hearing Results**

Date: February 22, 2001 at the Georgia Department of Transportation District Six Office.

Date: February 22, 2001 at the Georgia Department of Transportation District Six Office. There were a total of 226 people that attended the meeting with a total of 159 comments received as a result of the meeting. There were 95 opposed, 55 in support, and 6 expressed support with conditions.

Officials in attendance – Mayor Henry Jordon – City of Emerson, Mr. Steve Bradley – County Administrator Bartow County

Those opposing the project expressed concerns about the effect on the natural or cultural environment, Devaluation of property without adequate compensation, safety of the residents along the corridor including school children, the route chosen is favorable to other areas of the county but disproportionately impacts the rural areas, alteration of land use in the historic farming community, and the project is not needed and is too costly.

The plans are to incorporate landscaping; the plans will take into account visual effects by design, texture, and color of the bridges.

Consistency with Approved Planning:

The design description as presented herein and submitted for approval is consistent with the approved Concept Report.

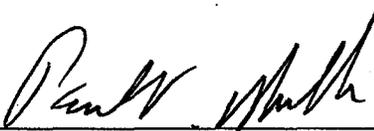
Recommendations: It is recommended that the location and design for the project be approved and that the attached Notice be approved for advertising.

RECOMMENDED:



Director of Preconstruction

APPROVE:



Chief Engineer

Attachments:

Sketch Map
Cost Estimate
Notice of Location Design Approval

NOTICE OF LOCATION AND DESIGN APPROVAL

Old Alabama Road Widening and Reconstruction

Bartow County

Project Numbers: **STP-0000-00 (291) Bartow County**
 P.I. No. 0000291
 STP-2946 (1) Bartow County
 P.I. No. 621410
 STP-2946 (2) Bartow County
 P.I. No. 621415

Notice is hereby given in compliance with Georgia Code 22-2-109 that the Georgia Department of Transportation has approved the Location and Design of the above project.

The date of location approval is: JANUARY 19, 2005

This project is the proposed widening and reconstruction of Old Alabama Road and new location roadway bypass of Emerson, Georgia from the present intersection of S.R. 113 and Old Alabama Road (located southwest of Cartersville) easterly to the I-75 interchange at Red Top Mountain Road. The existing rural roadway consists of two 12-foot wide travel lanes, one in either direction within a right-of-way that varies from 100 to 140 feet. The project is divided into the three units described in the following paragraphs.

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Project STP-2946 (1) extends easterly from present S.R. 113 along the existing Old Alabama road alignment. It crosses S.R. 61 and bridges over Pumpkinvine Creek before reaching its ending point at County Road (C.R.) 699, the common point between project STP-2946 (1) and STP-2946 (2). Project STP_2946 (1) would consist of a 4-lane rural facility, two 12-foot wide travel lanes in either direction, with a 44-foot wide depressed grassed median and graded outside shoulders. It would require some reconstruction of the existing two-lane facility (Old Alabama Road) to improve highway geometrics. Project STP-2946 (1) would be approximately 5.35 miles long.

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The existing right-of-way for Old Alabama road varies from 100 to 140 feet in width. Approximately 100 feet of additional right-of-way for Old Alabama Road varies from 100 to 140 feet in width. Approximately 100 feet of additional right-of-way would be required for a minimum required right-of-way of 200 feet. Additional right-of-way would be required for the proposed relocated intersections, stream crossings, required alignment shifts where substandard horizontal and vertical curves are encountered, and at areas where steep slopes are involved. Please refer to Figure 3 for typical sections of the proposed projects.

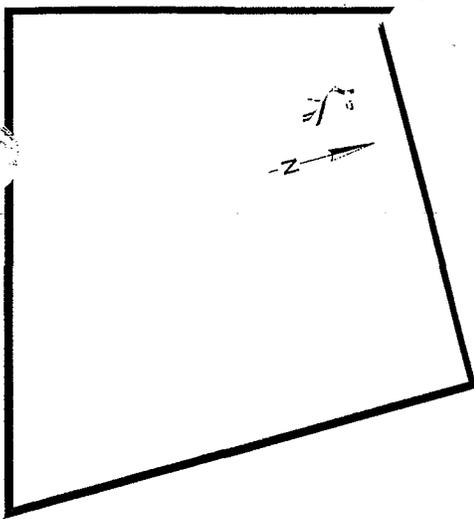
Drawing or maps or plots of the proposed project, as approved, are on file and are available for public inspection at the Georgia Department of Transportation:

Mr. Mike Thomason, Area Engineer
874 Peeples Valley Rd. N.W.
Cartersville, Ga 30120
Mike.Thomason@dot.state.ga.us
(770) 387-3680

Any interested party may obtain a copy of the drawing or maps or plats or portions thereof by paying a nominal fee and requesting in writing to:

Mr. Dewayne Comer, PE
District Preconstruction Engineer
500 Joe Frank Harris Pkwy
Cartersville, Ga 30120
Dewayne.Comer@dot.state.ga.us
(770) 387-3619

Any written request or communication in reference to this project or notice SHOULD include the Project and P.I. numbers as noted at the top of this notice.



OLD ALABAMA ROAD PHASE 1STP-0000-00(291) - PRELIMINARY COST ESTIMATE

PROJECT NUMBER: STP-0000-00(291)

COUNTY: BARTOW COUNTY

DATE: June 12, 2000

ESTIMATED LETTING DATE: April 2003

PREPARED BY: Jordan, Jones & Goulding, Inc.

PROJECT LENGTH: 1.18 miles

()PROGRAMMING PROCESS ()CONCEPT DEVELOPMENT ()DURING PROJECT DEV.

PROJECT COST STP-0000-00(291)	
A. RIGHT-TO-WAY:	
1. PROPERTY (LAND & EASEMENT)	\$ 1,322,000
2. DISPLACEMENTS; RES:0, BUS:0, M.H.:0	\$
3. OTHER COST (ADM./COST, INFLATION)	\$
SUBTOTAL:A	\$ 1,322,000
B. REIMBURSABLE UTILITIES:	
1. RAILROAD	\$
2. TRANSMISSION LINES	\$ 104,000
3. SERVICES	\$ 113,800
SUBTOTAL:B	\$ 217,800
C. CONSTRUCTION:	
1. MAJOR STRUCTURES	
a. OVERPASSES - Bridge over U.S. 41	\$ 2,617,160
b. OTHER -	\$
SUBTOTAL:C-1	\$ 2,617,160
2. GRADING AND DRAINAGE:	
a. EARTHWORK	\$ 1,750,000
b. DRAINAGE:	\$ 320,000
1) Cross Drain Pipe	\$ 150,000
2) Curb and Gutter	\$ 20,000

OLD ALABAMA ROAD PHASE IISTP-2946(2) - PRELIMINARY COST ESTIMATE

PROJECT NUMBER: STP-2946(2)

COUNTY: BARTOW COUNTY

DATE: June 12, 2000

ESTIMATED LETTING DATE: February 2000

PREPARED BY: Jordan, Jones & Goulding, Inc.

PROJECT LENGTH: 1.95 miles

()PROGRAMMING PROCESS ()CONCEPT DEVELOPMENT ()DURING PROJECT DEV.

PROJECT COST STP-2946(2)	
A. RIGHT-TO-WAY:	
1. PROPERTY (LAND & EASEMENT)	\$ 1,908,000
2. DISPLACEMENTS; RES:6, BUS;0, M.H.:0	\$ 170,000
3. OTHER COST (ADM./COST, INFLATION)	\$
SUBTOTAL:A	\$ 2,078,000
B. REIMBURSABLE UTILITIES:	
1. RAILROAD	\$ 25,000
2. TRANSMISSION LINES	\$ 32,000
3. SERVICES	\$ 97,000
SUBTOTAL:B	\$ 154,000
C. CONSTRUCTION:	
1. MAJOR STRUCTURES	
a. OVERPASSES - S.R. 293 - Bridge over CSX Railroad	\$ 3,676,000
b. OTHER - 2 Box Culverts	\$ 400,000
SUBTOTAL:C-1	\$ 4,076,000
2. GRADING AND DRAINAGE:	
a. EARTHWORK	
	\$ 3,311,000
b. DRAINAGE:	
1) Cross Drain Pipe	\$ 156,500
2) Curb and Gutter	\$
3) Longitudinal System(include catch basins)	\$

PROJECT COST STP-2946(2)		
SUBTOTAL:C-2		\$ 3,756,500
3. BASE AND PAVING:		
a. AGGREGATE BASE		\$ 633,000
b. ASPHALT PAVING: Surface	\$ 265,500	
Binder	\$ 345,000	
Base	\$ 435,000	
SUBTOTAL:C-3.b		\$ 1,045,500
c. CONCRETE PAVING		\$ 12,000
d. OTHER		\$
SUBTOTAL:C-3		\$ 1,690,500
4. LUMP ITEMS:		
a. GRASSING		\$ 60,000
b. CLEARING AND GRUBBING		\$ 277,000
c. LANDSCAPING		\$ 62,190
d. EROSION CONTROL		\$ 135,500
e. TRAFFIC CONTROL		\$ 90,500
SUBTOTAL:C-4		\$ 625,190
5. MISCELLANEOUS:		
a. LIGHTING		\$
b. SIGNING - MARKING		\$ 66,000
c. GUARDRAIL - MODIFY END OF BRIDGE AND HANDRAIL		\$ 120,000
d. SIDEWALK		\$
SUBTOTAL:C-5		\$ 186,000
6. SPECIAL FEATURES		SUBTOTAL:C-6 \$

ESTIMATE SUMMARY STP-2946(2)		
A. RIGHT-OF-WAY	\$ 2,078,000	
B. REIMBURSABLE UTILITIES	\$ 154,000	
C. CONSTRUCTION		
1. MAJOR STRUCTURES	\$ 4,076,000	
2. GRADING AND DRAINAGE	\$ 3,756,500	
3. BASE AND PAVING	\$ 1,690,500	
4. LUMP ITEMS	\$ 625,190	
5. MISCELLANEOUS	\$ 186,000	
6. SPECIAL FEATURES	\$	
SUBTOTAL CONSTRUCTION COST	\$ 10,334,190	
E. & C. (10%)	\$ 1,085,100	
INFLATION (5% PER YEAR)	\$ 516,710	
NUMBER OF YEARS	1	
TOTAL CONSTRUCTION COST		\$ 11,936,000
GRAND TOTAL PROJECT COST		

OLD ALABAMA ROAD PHASE III
PHASE II STP-2946(1) - PRELIMINARY COST ESTIMATE

PROJECT NUMBER: STP-2946(1)

COUNTY: BARTOW COUNTY

DATE: January 15, 1999

ESTIMATED LETTING DATE: December 2000

PREPARED BY: Jordan, Jones & Goulding, Inc.

PROJECT LENGTH: 8.61 km (5.35 mi.)

()PROGRAMMING PROCESS ()CONCEPT DEVELOPMENT ()DURING PROJECT DEV.

PROJECT COST (Phase II)	
A. RIGHT-TO-WAY:	
1. PROPERTY (LAND & EASEMENT)	\$ 2,900,000
2. DISPLACEMENTS; RES:4, BUS:0, M.H.:1	\$ 460,000
3. OTHER COST (ADM./COST, INFLATION)	\$
SUBTOTAL:A	\$ 3,360,000
B. REIMBURSABLE UTILITIES:	
1. RAILROAD	\$
2. TRANSMISSION LINES	\$ 601,200
3. SERVICES	\$ 307,365
SUBTOTAL:B	\$ 908,565
C. CONSTRUCTION:	
1. MAJOR STRUCTURES	\$
a. OVERPASSES - Bridge over Pumpkinvine Creek	\$ 2,100,000
b. OTHER - Quadruple 8'x10' & Triple 8'x8' Box Culvert	\$ 1,760,000
SUBTOTAL:C-1	\$ 3,860,000
2. GRADING AND DRAINAGE:	
a. EARTHWORK	\$ 2,800,000
b. DRAINAGE:	\$ 850,000
1) Cross Drain Pipe	\$ 400,000
2) Curb and Gutter	\$

PROJECT COST STP-0000-00(291)		
3) Longitudinal System(include catch basins)		\$
SUBTOTAL:C-2		\$ 2,240,000
3. BASE AND PAVING:		
a. AGGREGATE BASE		\$ 500,000
b. ASPHALT PAVING: Surface	\$ 200,000	
Binder	\$ 290,000	
Base	\$ 370,000	
SUBTOTAL:C-3.b		\$ 860,000
c. CONCRETE PAVING		\$ 4,000
d. OTHER		\$
SUBTOTAL:C-3		\$ 1,364,000
4. LUMP ITEMS:		
a. GRASSING		\$ 70,000
b. CLEARING AND GRUBBING		\$ 130,000
c. LANDSCAPING		\$ 72,000
d. EROSION CONTROL		\$ 120,000
e. TRAFFIC CONTROL		\$ 90,000
SUBTOTAL:C-4		\$ 482,000
5. MISCELLANEOUS:		
a. LIGHTING		\$
b. SIGNING - MARKING		\$ 68,000
c. GUARDRAIL - MODIFY END OF BRIDGE AND HANDRAIL		\$ 60,000
d. SIDEWALK		\$
SUBTOTAL:C-5		\$ 128,000
6. SPECIAL FEATURES		\$
SUBTOTAL:C-6		\$

ESTIMATE SUMMARY STP-0000-00(291)		
A. RIGHT-OF-WAY	\$ 1,908,000	
B. REIMBURSABLE UTILITIES	\$ 170,000	
C. CONSTRUCTION		
1. MAJOR STRUCTURES	\$ 2,617,160	
2. GRADING AND DRAINAGE	\$ 2,240,000	
3. BASE AND PAVING	\$ 1,364,000	
4. LUMP ITEMS	\$ 482,000	
5. MISCELLANEOUS	\$ 128,000	
6. SPECIAL FEATURES	\$	
SUBTOTAL CONSTRUCTION COST	\$ 6,831,160	
E. & C. (10%)	\$ 717,280	
INFLATION (5% PER YEAR)	\$ 341,560	
NUMBER OF YEARS	3	
TOTAL CONSTRUCTION COST		\$ 7,890,000
GRAND TOTAL PROJECT COST		

PROJECT COST (Phase II)		
3) Longitudinal System(include catch basins)		\$
SUBTOTAL:C-2		\$ 4,050,000
3. BASE AND PAVING:		
a. AGGREGATE BASE		\$ 1,700,000
b. ASPHALT PAVING: Surface		\$ 600,000
Binder		\$ 1,200,000
Base		\$ 1,650,000
SUBTOTAL:C-3.b		\$ 3,450,000
c. CONCRETE PAVING		\$ 10,000
d. OTHER		\$
SUBTOTAL:C-3		\$ 5,160,000
4. LUMP ITEMS:		
a. GRASSING		\$ 190,000
b. CLEARING AND GRUBBING		\$ 580,000
c. LANDSCAPING		\$ 180,000
d. EROSION CONTROL		\$ 430,000
e. TRAFFIC CONTROL		\$ 250,000
SUBTOTAL:C-4		\$ 1,630,000
5. MISCELLANEOUS:		
a. LIGHTING		\$
b. SIGNING - MARKING		\$ 180,000
c. GUARDRAIL – MODIFY END OF BRIDGE AND HANDRAIL		\$ 160,000
d. SIDEWALK		\$
SUBTOTAL:C-5		\$ 340,000
6. SPECIAL FEATURES		\$
SUBTOTAL:C-6		\$

ESTIMATE SUMMARY (Phase II)		
A. RIGHT-OF-WAY		
		\$ 3,360,000
B. REIMBURSABLE UTILITIES		
		\$ 908,565
C. CONSTRUCTION		
1. MAJOR STRUCTURES		
		\$ 3,860,000
2. GRADING AND DRAINAGE		
		\$ 4,050,000
3. BASE AND PAVING		
		\$ 5,160,000
4. LUMP ITEMS		
		\$ 1,630,000
5. MISCELLANEOUS		
		\$ 340,000
6. SPECIAL FEATURES		
		\$
SUBTOTAL CONSTRUCTION COST		\$ 15,040,000
E. & C. (10%)		\$ 1,741,068
INFLATION (5% PER YEAR)		\$ 2,370,680
NUMBER OF YEARS	3	
TOTAL CONSTRUCTION COST		\$19,152,000
GRAND TOTAL PROJECT COST		

OLD ALABAMA ROAD PHASE II

STP-2946(2) - ESTIMATED COST			
CONSTRUCTION:	\$ 10,334,190	RIGHT-OF-WAY:	\$ 2,078,000
E & C (10) :	\$ 1,085,100	ACQUIRED BY :	Georgia D.O.T
INFLATION :	\$ 516,710	UTILITIES :	\$ 154,000
		ADJUSTED BY :	LGPA
TOTAL CONSTRUCTION COST:		\$ 11,936,000	

OLD ALABAMA ROAD PHASE I

STP-0000-00(291) - ESTIMATED COST			
CONSTRUCTION:	\$ 6,831,160	RIGHT-OF-WAY:	\$ 1,322,000
E & C (10) :	\$ 717,280	ACQUIRED BY :	Georgia D.O.T
INFLATION :	\$ 341,560	UTILITIES :	\$ 217,800
		ADJUSTED BY :	LGPA
TOTAL CONSTRUCTION COST:		\$ 7,890,000	

COMMENTS:

ATTACHMENTS: cost estimate

~~OLD ALABAMA ROAD (PHASE I & II COMBINED)~~

PHASE I STP-2946(2) - ESTIMATED COST			
CONSTRUCTION:	\$ 17,165,000	RIGHT-OF-WAY:	\$ 3,400,000
E & C (10) :	\$ 1,802,325	ACQUIRED BY :	Georgia D.O.T
INFLATION :	\$ 858,250	UTILITIES :	\$ 371,800
		ADJUSTED BY :	LGPA
TOTAL CONSTRUCTION COST:		\$ 19,826,000	

OLD ALABAMA ROAD PHASE III

PHASE II STP-2946(1) - ESTIMATED COST			
CONSTRUCTION:	\$ 15,040,000	RIGHT-OF-WAY:	\$ 3,360,000
E & C (10) :	\$ 1,741,068	ACQUIRED BY :	Georgia D.O.T
INFLATION :	\$ 2,370,680	UTILITIES :	\$ 908,565
		ADJUSTED BY :	LGPA
TOTAL CONSTRUCTION COST:		\$ 19,152,000	

COMMENTS:

ATTACHMENTS: cost estimate, typical sections and concept team meeting minutes.